

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Application of:	)	
	)	
Martin V. LOWSON et al.	)	Group Art Unit: 3617
	)	
Application No.: 10/552,164	)	Examiner: <i>To Be Assigned</i>
	)	
Filed: October 11, 2005	)	
	)	
For: STATION DESIGN FOR	)	
PERSONAL RAPID TRANSPORT	)	
SYSTEMS	)	

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Sir:

**PRELIMINARY AMENDMENT**

Prior to the examination of the above application, and in response to the Notice of Non-Compliant Amendment mailed September 25, 2007, please amend this application as follows:

**Amendments to the Claims** are reflected in the listing of claims in this paper.

**Remarks/Arguments** follow the amendment sections of this paper.

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions and listings of claims in the application:

1. (Original) A station in a personal rapid transit system, the station comprising a guideway portion bounded on at least one side by a platform, the width of the guideway portion being sufficient for travelling vehicles of the system to travel along a transit path in normal travel direction of the vehicles unobstructed by vehicles parked against the platform, the platform extending generally parallel to the transit path, and comprising a plurality of bays for receiving parked vehicles, each bay being defined by a respective parking section of the platform edge, which parking section extends obliquely to the transit path, whereby a steered vehicle of the system can move from the transit path; while maintaining a forwards travel direction of the vehicle, to park against the section of the platform edge of a respective one of the bays by turning from the transit path through an acute angle.
2. (Original) A station as claimed in claim 1, in which the transit path and the bays are provided on a common continuous surface of the guideway portion.
3. **(Currently Amended)** A station as claimed in claim 1-~~or~~2, in which the guideway portion of the station comprises a bypass branched from a main guideway of the system.
4. **(Currently Amended)** A station as claimed in claim 1 ~~any one of the preceding claims~~, in which the parking section of each bay is inclined at an angle of less than 45 degrees to the transit path.
5. (Original) A station as claimed in claim 4, in which the angle of inclination of each parking section is not less than 10 degrees and not more than 20 degrees.
6. **(Currently Amended)** A station as claimed in claim 1 ~~any one of the preceding claims~~, in which the parking sections of adjacent bays are connected to each other by a transition section which extends from the front end of one of the parking sections to the rear end of the other.

7. (Original) A station as claimed in claim 6, in which each transition section is concavely curved with a radius of curvature greater than the radius of the minimum turning circle of vehicles of the system.

8. **(Currently Amended)** A station as claimed in claim 1 ~~any one of the preceding claims~~, in which the parking section of each bay has a length which is able to accommodate no more than one vehicle of the system.

9. **(Currently Amended)** A station as claimed in claim 1 ~~any one of the preceding claims~~, in which the parking sections extend substantially parallel to each other.

10. (Original) A station as claimed in claim 9, in which the spacing between adjacent parking sections is not less than the width of vehicles of the system.

11. (Original) A station in a personal rapid transit system comprising a main track along which vehicles of the system travel between a departure station and a destination station, the station being provided on a bypass track which is branched from the main track, the bypass track extending through the station at a level below that of the stretch of the main track which passes through the station.

12. (Original) A station as claimed in claim 11, in which the bypass track leaves the main track to one side of the main track and joins the main track on the other side.

13. (Original) A station as claimed in claim 12, in which the station is situated beneath the main track.

14. **(Currently Amended)** A station as claimed in claim 11 ~~any one of claims 11 to 13~~, in which a platform is situated adjacent the bypass track on both sides of the bypass track.

15. (Original) A station as claimed in claim 11, in which the bypass track is branched from and rejoins the main track on the same side of the main track.

16. (Original) A station as claimed in claim 15, in which two bypass tracks are provided, one on each side of the main track.

17. (Original) A station as claimed in claim 16, in which a platform is situated between the branch tracks.

18. (Original) A station in a personal rapid transit system comprising a main track along which vehicles of the system travel between a departure station and a destination station, two bypass tracks being branched from the main track on opposite sides of the main track, the bypass tracks extending through the station.

19. (Original) A station as claimed in claim 18, in which a bridge extends over the main track to connect platforms disposed beside the bypass tracks.

20. (Original) A station as claimed in claim 19, in which the platforms are disposed on the sides of the bypass tracks situated away from the main track.

21. **(Currently Amended)** A station as claimed in claim 18 ~~any one of claims 15 to 20~~, in which the main track runs past the station in a cutting.

22. (Cancelled).

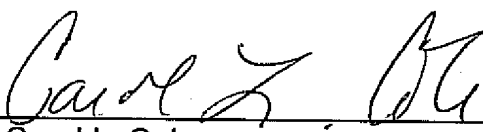
**REMARKS**

This Preliminary Amendment amends claims 3, 4, 6, 8, 9, 14, and 21 to remove multiple dependencies. Claim 22 has been cancelled without prejudice to or disclaimer of the subject matter contained therein.

If there is any fee due in connection with the filing of this Preliminary Amendment, please charge the fee to our Deposit Account No. 50-2961.

Respectfully submitted,

Dated: October 02, 2007

By:   
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